

ID	Question	City's Response
1	WE NEED PARKING AT THE LIGHT RAIL STATIONS. WHY CANT WE BUILD PARKING LOTS & WORK W/THE COMMUNITY LAND TRUST TO BUILD LOW-INCOME HOUSING ABOVE THE PARKING GARAGES? COMMUTERS ARE ONLY GOING TO PARK THEIR CARS IN THE NEIGHBORHOODS.	<p>Following guidance from the City's Comprehensive Plan, commuter park and ride lots are not planned for the Southeast Seattle Link light rail system. The intent is to reduce the need for auto trips and resulting neighborhood parking and traffic congestion by creating a light rail system accessible by foot, bus, and bicycling and passenger drop-off. Instead of large surface parking lots, land can be more effectively used for neighborhood business development, affordable housing, and other community and City priorities.</p> <p>The City and Sound Transit are committed to discouraging "hide and ride" parking around Link light rail stations, where transit users likely will want to park in neighborhoods surrounding stations. Sound Transit will conduct an on-street parking study around each station in the year prior to station opening to identify potential parking restrictions such as residential parking zones (RPZs). Sound Transit will pay for the City to install any RPZs and other parking efforts prior to the light rail stations opening so that commuters won't be able to park in the neighborhood. More info is at <a href="http://www.seattle.gov/transportation/parking/docs/SThideridefactsheet.pdf">www.seattle.gov/transportation/parking/docs/SThideridefactsheet.pdf</a></p>
2	THE MLK@HOLLY/OTHELLO NEIGHBORHOOD PLAN AREA ONLY EXTENDS EAST AS FAR AS 46TH ST. WOULD IT BE POSSIBLE TO MOVE THE URBAN VILLAGE BOUNDARIES TO RAINIER. MANY OF OUR NEIGHBORS WANT TO SEE RAINIER & OTHELLO BECOME VIBRANT, PEDESTRIAN FRIENDLY URBAN VILLAGE THAT ALSO FEEDS INTO THE OTHELLO LIGHT RAIL STATION LESS THAN A HALF A MILE TO THE WEST.	<p>The planning area boundary may be changed if the neighborhood would like. These boundaries are used as a planning tool for the community and City staff. Those interested in such a change should work through the Neighborhood Plan stewardship group, and should also contact Department of Neighborhoods (DON) and Department of Planning &amp; Development (DPD).</p> <p>The Urban Village boundary may be changed as well, but would require a Comprehensive Plan amendment, which must be approved by the City Council. If the community, through the Neighborhood Plan Stewardship group, is interested in exploring this option, then the group should contact staff in DPD to learn how the amendment process works and specific timelines that must be followed.</p>
3	WHAT NEW AFFORDABLE HOUSING PROJECTS ARE PLANNED IN THE SE? HOW MANY UNITS?	South East Effective Development (SEED) is proceeding with phases 3 and 4 of Rainier Court, which will include both rental and ownership housing. Habitat for Humanity is constructing 8 new affordable homes for low-income buyers at Othello Station in NewHolly. Seattle Housing Authority (SHA) is continuing construction at NewHolly and Rainier Vista, including nonprofit housing funded by the City. In addition, three nonprofits are working on new rental projects which have not yet applied for City funding; together they would result in about 110-140 units of new affordable housing.
4	SEATTLE PARKS HAS LAND WEST OF 42ND AVE ADJACENT TO AN AREA RECENTLY INCORPORATED INTO THE RAINIER BEACH URBAN VILLAGE AND REZONED FOR GREATER DENSITY TO FEED THE NEARBY LINK LIGHT RAIL STATION. THERE WILL BE A NEED FOR A PLAYGROUND FOR THE CHILDREN OF THE MANY FAMILIES BETWEEN MLK WAY & BEACON AVE IN THIS AREA	The land identified (west of 42nd) is too small for a play area and not appropriate due its location between two large arterial streets. There are other publicly owned sites, including those held by Seattle Parks and Recreation Dept that could be evaluated to accommodate children's play area in the future. Most of the Parks' owned property is in steep slope areas and not conducive to play areas.
5	WHILE MUCH OF THE FOCUS OF DEVELOPMENT WILL FOCUS ON THE STATION AREAS, ARE THERE PLANS TO SUPPORT NEIGHBORHOOD EFFORTS ALONG THE E/W CORRIDORS AT THE STATIONS?	<p>Improvements have recently been made along Edmunds Street, including new sidewalks, additional street lights and new pedestrian lights (matching the historic street lights in Columbia City)</p> <p>Henderson streetscape improvements will be made by the fall of 2006, and include landscaping, street lighting, pedestrian lighting, and sidewalk improvements. Along with such improvements, the</p>

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		City will also provide bike lanes, wheelchair curb ramp upgrades and traffic calming measures with new curb bulbs.
6	A FRIEND OF MINE DIED IN A HOUSE FIRE THAT STARTED TWO HOUSES DOWN. DUE TO THE FACT THEY WERE TOO CLOSE. A LAW WAS PASSED SAYING HOUSES HAD TO BE SO MANY FEET APART, AND I AM NOTICING THEY ARE REAL CLOSE TOGETHER AGAIN. BESIDES BEING DANGEROUS, IT ALSO IMPEDES OUR VIEW OF LAKE WASHINGTON & THE MOUNTAINS. WHAT HAPPENED? WHAT ARE THE ZONING LAWS REGARDING THE DISTANCE BETWEEN HOUSES?	<p>The Land Use Code includes requirements for setbacks, which may vary depending on the zone. There are also some exceptions allowed in the Code. In Single Family zones, there is a basic side yard requirement of 5 feet. However, many of the houses in Seattle were built before the current requirements were established; therefore, there are many houses that have smaller setbacks than currently required.</p> <p>The Building Code also regulates how close buildings can be to property lines for fire separation purposes; however, there are no prescribed minimum distances in the code. Rather, the code recognizes that there are several ways to prevent the spread of fire from one property to another and provides options, such as provide space between buildings; install an automatic fire sprinkler system; and/or construct fire-rated exterior walls. Many buildings use a combination of systems to reduce the risk of fire spreading between buildings.</p>
7	YOU HAVE DUMPED AN ENORMOUS NUMBER OF ADDITIONAL PEOPLE INTO THIS AREA - THE MAJORITY ARE RENTERS WHO ARE BY DEFINITION... TRANSIENT. A WHOLE CORRIDOR OF TRANSIENT FOLKS DOES NOT CREATE A COMMUNITY. ARE YOU GOING TO PROVIDE A PROPORTIONATE NUMBER OF POLICE FOR THE AREA? AND IF SO, WHEN?	<p>The City is committed to creating vital communities in SE Seattle. Both the City's Comprehensive Plan, including the work of neighborhood planning (Rainier Beach, Hillman City/Columbia City/Genesee, North Rainier, and Othello each have a neighborhood plan adopted by the City of Seattle), and the SE Action Agenda promote greater density in SE Seattle. The City sees renters as critical to helping create an economically diverse community. Density is also important to supporting the economic vitality of local business and promoting "walkable" commercial cores like Columbia City.</p> <p>With more people living in a neighborhood and getting to know their neighbors, there are also more "eyes on the street" to help lessen the amount of crimes that occur.</p> <p>The Seattle Police Department (SPD) assigns police officers based on sector coverage and expected workload. While population changes may affect these factors, population numbers alone do not determine officer allocation.</p> <p>How SPD deploys officers is based on a number of factors, but primarily, more officers are dispatched to areas where there is more crime.</p> <p>SPD uses a computer-generated deployment model to allocate patrol officers among the precincts. The model takes into account minimum staffing patterns to cover all patrol sectors as well as a measure of expected workload, which is based upon historical trends in calls and time spent on calls. As each additional officer is assigned, the model recalibrates expected workload before assigning the next officer. The dual goals of the model are access to fast emergency response and equitable distribution of patrol resources across all patrol sectors and equalization of workload among patrol officers. Once this has been completed, the Operations Bureau Chiefs and the Deputy Chief for Operations may make adjustments based upon seasonal or special needs.</p>
8	PLEASE ADDRESS THE REDUCTION OF PUBLIC HOUSING UNITS IN THE RAINIER VISTA & NEWHOLLY/OTHELLO STATION BY SHA? EVEN THOUGH THE NEW BLDGS ARE BEAUTIFUL, I UNDERSTAND THAT WE LOST ALMOST 1/2 OF THE	Seattle Housing Authority is replacing all of the low-income housing units that were demolished to make way for NewHolly and the new Rainier Vista. Many of them have been or are being replaced on site. Others are being replaced in other parts of the city.

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	AVAILABLE PUBLIC HOUSING UNITS.	<p>At NewHolly, 90 percent of the original units have now been replaced and are occupied by low-income households. Some of the new units may have different forms of government subsidy, but they are all identifiable physical units that are guaranteed to be available to low-income residents for at least 40 years. There are currently 580 housing units at NewHolly available to very low-income residents (those with incomes that are below 30 percent of the area median income). The remaining units have been replaced or are in the process of being replaced at other Seattle locations to bring the total back up to 871.</p> <p>At Rainier Vista, where Phase I has recently been completed 46 percent of the original 481 units have now been replaced and are occupied by low-income households. Once Rainier Vista is completed, most of the low-income units will be replaced on-site, with others scattered in other parts of the city.</p> <p>To learn more about the specifics of replacement housing, and to view pictures of the actual units, go to <a href="http://www.seattlehousing.org">www.seattlehousing.org</a> and check for "Replacement Housing" under the "Development" section.</p>
9	WHAT IS YOUR PLAN ON HOW TO ELIMINATE "BACK YARD/STREET" MECHANICS? CARS ARE PARKED ON BOTH SIDES OF THE STREET, MAKING DRIVING DIFFICULT AND DANGEROUS. CARS ARE TAGGED, BUT GET TORN OFF BY THE MISCRIENTS. THIS MAKES SE SEATTLE UNATTRACTIVE.	<p>The activities you mention, such as cars parked on your neighborhood streets and cars being worked on whether on private property or in the street, can be frustrating for a neighborhood. Some of these activities may be illegal and can be very challenging problems for a community.</p> <p>You may contact the City's Citizen Service Bureau at 206-684-CITY (2489) and they will help direct the complaint to the appropriate department, either the Police Department, Transportation or the Department of Planning and Development. Or you may contact the departments directly.</p> <p>For cars that are parked on the street more than 72 hours without being moved, please call 625-5011 or contact Gloria Tate at <a href="mailto:TateG@Seattle.Gov">TateG@Seattle.Gov</a> or 386-9012 at SPD Parking Enforcement. SPD will investigate and ticket as appropriate. The challenge is that "those in the know" can play the keep-moving-the-car game or throw-the-ticket-away game, making it particularly difficult for enforcement, and for the neighborhood. This is where neighbors such as you can be most helpful in reporting what you see. If the neighborhood would be interested in limiting where on-street parking is allowed, please contact the Seattle Dept. of Transportation at 684-7623.</p> <p>In terms of suspected illegal activity on private property (parking in required yards, operating an auto repair business in a residential area, parking more than three cars on the property and not within a structure, etc.), please contact the Department of Planning and Development's complaint hotline at 684-7899, or on-line at <a href="http://www.seattle.gov/dpd/complaints/CompForm.asp">http://www.seattle.gov/dpd/complaints/CompForm.asp</a>. An inspector will visit the site to determine if there is illegal activity taking place. The City inspector for this area is Carol Anderson.</p>
10	HOW WILL YOU PROVIDE JOBS THAT PAY A LIVING WAGE IN SE SEATTLE?	<p>A primary focus of the Southeast Action Agenda is investment in business and job creation within the Rainier Valley. The Rainier Valley Community Development Fund (RVCDF) projects that it will lend \$7.8 million to businesses in the Rainier Valley by the year 2013. They estimate that this activity will result in more than 150 new jobs for Rainier Valley residents.</p> <p>The Southeast Action Agenda will also help low income job-seekers in the Rainier Valley through</p>

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		<p>the apprenticeship preparation program overseen by the RVCDF and administered by the Seattle Jobs Initiative. By 2009, the \$2 million program will place 200 Rainier Valley residents in construction-related jobs that pay livable wages with benefits. In 2005, the program successfully placed 56 persons in construction related jobs.</p> <p>Other aspects of the Action Agenda will also contribute to Rainier Valley residents having access to family wage jobs. Completion of the light rail system will provide low cost transportation to regional job centers in Duwamish, downtown, on First Hill, at the University and at the airport. Also, the emphasis on education in the SE Action Agenda, primarily through the targeting of the City's Education Levy funds for schools in Southeast Seattle, is aimed at improving the chances of Rainier Valley youth to be successful in the workplace.</p>
11	<p>WE NOW HAVE A BAZILLION MORE RENTERS DROPPED INTO THE VALLEY. WHERE ARE THE GARDEN SPACES, THE GREEN SPACES, AND THE TREES THAT HAVE BEEN REMOVED? THERE ARE NO REAL COMMUNITIES WITHOUT GARDENS AND GREEN SPACE. THERE HAS BEEN A HUGE LOSS OF IT BECAUSE OF ALL THIS ENORMOUS DEVELOPMENT.</p>	<p>The City is committed to creating vital communities in SE Seattle. Both the City's Comprehensive Plan, including the work of neighborhood planning (Rainier Beach, Hillman City/Columbia City/Genessee, North Rainier, and Othello each have a neighborhood plan adopted by the City of Seattle), and the SE Action Agenda promote greater density in SE Seattle. The City sees renters as critical to helping create an economically diverse community. Density is also important to supporting the economic vitality of local business and promoting "walkable" commercial cores like Columbia City.</p> <p>The City has an aggressive program to increase and maintain existing green space and parks throughout the city. Seattle Parks and Recreation has been building new parks in Southeast Seattle and restoring old parks, primarily funded by the 2000 Pro Parks Levy. New parks include Lake People Park and York Park which recently opened. Other parts of the SE Seattle's Action Agenda are the Chief Sealth Trail which will run from Beacon Ave. S to the south City limits and funding for the Hillman City P-Patch.</p> <p>Park improvements have been completed along Cheasty Boulevard, at Rainier Playfield, Lakeridge Playground, and Kubota Gardens; and the Rainier Beach shoreline was recently restored. Additional park improvements are planned for or are already underway at Columbia Park, Colman School parking lot, Jefferson Park, John C. Little Park, Mapes Creek, Martin Luther King, Jr. Memorial Park and the Rainier Beach Public Plaza.</p> <p>The Tree Fund, a component of the Neighborhood Matching Fund, provides trees to neighborhood groups to enhance the city's urban forest. The City provides the trees, and neighbors share the work of planting and caring for the trees. Neighbors can request 10 to 40 trees for their projects, selecting from a list of varieties determined by the City Arborist.</p> <p>The Department of Neighborhoods' P-Patch Program, in conjunction with the not -for- profit P-Patch Trust, provides community garden space for residents of 44 Seattle neighborhoods. More than 1,900 plots serve more than 4,600 urban gardeners on 12 acres of land. There are programs to serve low-income, disabled, youth and non-English speaking populations. SE Seattle is home to more than a dozen P-Patch gardens.</p> <p>In addition, the Mayor recently announced a new tree policy which requires 2 trees be planted for every 1 tree that is removed from City property. Regarding the loss of trees due to Sound Transit's</p>

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		<p>work, Parks has an agreement with Sound Transit for Cheasty Blvd/South Winthrop Street, so that the area will be restored with street and landscaping improvements consistent with the recent redevelopment of Cheasty Boulevard; and at Atlantic City Nursery, where Sound Transit made wetland improvements as mitigation for a wetland disturbance elsewhere.</p> <p>Specifically for the Sound Transit project and the Seattle Housing Authority (SHA) projects, every effort was made to retain mature trees wherever practical. Due to the complexity of these projects, this was not always possible; however, the impact was mitigated by planting new trees. In the case of Sound Transit, more than 600 new trees will be planted in the corridor. For the SHA NewHolly Project, more than 500 new trees have already been planted. In both instances funds have been set aside to assure that the new trees will be well established.</p>
12	<p>WHAT ABOUT AFFORDABLE HOUSING FOR MIDDLE INCOME FAMILIES AND SINGLE PEOPLE? I'VE SPENT \$60K TO RENT OVER THE LAST 5 YEARS AND MAKE \$35 -\$45K PER YEAR (JUST UNDER THE SEATTLE MEDIAN). I CANT AFFORD TO BUY IN RAINIER VISTA OR NEWHOLLY-THE HOMES FOR SALE THERE ARE ALL \$300K+. I WOULD LIKE TO SEE TOWNHOUSES OR DUPLEXES AVAILABLE FOR SALE AT \$100-\$150K. HOW MUCH "COTTAGE HOME" STYLE DEVELOPMENT WILL HAPPEN IN SE SEATTLE? I'D LIKE TO SEE RENTAL UNITS CONVERTED TO LEASE-TO-OWN UNITS ON TERMS FAVORABLE TO BUYERS AND LANDLORDS ALIKE, SUCH AS APPLYING PART OF PAST RENT TO THE DOWN PMT OR A CITY SUBSIDIZED PURCHASE PRICE.</p>	<p>Facilitating development of affordable homeownership opportunities is a high priority for the City in Southeast Seattle.</p> <p>Southeast neighborhoods are a priority area for City financial assistance for homebuyers. Working with nonprofit partners and private lenders, the City provides deferred down payment assistance loans for first time homebuyers with incomes up to 80% of median (\$40,600 for a single person and \$58,000 for a family of four). The City's funding is flexible and can be combined with such homebuyer projects as land trusts, purchase-rehab, and lease-to-own programs. At this time, the City is actively working with nonprofit sponsors to promote land trust and purchase-rehab programs.</p> <p>If you would like more information about City programs for affordable housing, please contact: Mark Ellerbrook at 206-684-0346 or <a href="mailto:Mark.ellerbrook@seattle.gov">Mark.ellerbrook@seattle.gov</a></p> <p>In late 2005, the Mayor submitted legislation to the City Council that would allow detached accessory dwelling units in SE Seattle. The City is also preparing a proposal to allow cottage housing in SE Seattle and throughout the City. This is work that will build upon past efforts to expand Seattle's housing choices. The city anticipates that City Council will act on the detached accessory dwelling unit proposal in the first quarter of 2006. A proposal for cottage housing will be available for public review this summer.</p>
13	<p>IS THE USED CAR LOT IN FRONT OF RAINIER COURT GOING TO BE RELOCATED SO WE CAN HAVE A BEAUTIFUL GARDEN/PARK THERE?</p>	<p>South East Effective Development (SEED) has approached and is interested in working with the used car lot owners to come to an agreement about other potential uses for that site.</p>
14	<p>COULD YOU SHARE WITH US YOUR PLAN TO CURB THE NUMBER OF DOGS IN THE PARK (SEWARD PARK) THAT ARE NOT ON A LEASH? (I AM THE PRESIDENT OF THE LAKEWOOD SEWARD PARK ASSOCIATION)</p>	<p>While Seattle Parks and Recreation has no authority to enforce the leash law, we work closely with Seattle Animal Shelter to let them know of "trouble spots." They are very responsive within the limits of their budget and staffing level. They are always willing to conduct "emphasis patrols" in which they concentrate on a park and issue warnings and citations to owners of unleashed dogs.. Citizens who see illegal off-leash activity should call Animal Shelter at 386-7387. If a citizen is able to identify the dog owner by name, address, or car license plate number, Animal Shelter staff will follow up with that owner and provide them with locations of off-leash areas (<a href="http://www.seattle.gov/parks/parkspaces/YoDogs.htm">http://www.seattle.gov/parks/parkspaces/YoDogs.htm</a>) and issue a warning.</p>
15	<p>WE HAVE A SAFETY/QUALITY OF LIFE CONCERN ABOUT THE CROWS-THEY ARE GROWING IN #'S!!!</p>	<p>Seattle Parks and Recreation has no plans to do anything right now about the crow population. Crows exist in every Seattle park and in every major American city. The population is growing,</p>



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	EVEN A WALK IN SEWARD PARK IS UNPLEASANT DUE TO THE LEVEL OF NOISE CREATED BY THE LARGE NUMBERS OF BIRDS. (GROUP CONCERN, VOICED BY: MARK WHEAT, MONTSE AUSO, & PAUL WICK)	according to surveys conducted by the University of Washington and the Seattle Audubon Society. (For more information on the survey, please see <a href="http://courses.washington.edu/vseminar/survey.htm">http://courses.washington.edu/vseminar/survey.htm</a> ). Both the City and King County are carefully monitoring West Nile Virus activity, and should they become a health issue we will respond immediately.
16	MATURE TREES HELP COOL HOUSES, CLEAN THE AIR, THEY EVEN SPUR RETAIL SALES. WE'VE LOST HUNDREDS DUE TO LIGHT RAIL AND SHA REDEVELOPMENT. TINY SAPLINGS DON'T PROVIDE THE SAME SVCS AND THERE ISN'T ENOUGH FUNDING TO ADEQUATELY CARE FOR THEM AND ENSURE THEIR SURVIVAL. HOW CAN WE PRESERVE MATURE TREES IN RAINIER VALLEY? (** STUDY CITED BY SEATTLE AUDUBON SOCIETY)	<p>Thank you for your comments and concerns about retaining mature trees in the Rainier Valley. Seattle Department of Transportation (SDOT) recognizes the benefits provided by our urban forest, and always promotes the retention of existing trees when major projects are planned. In many instances, we are able to provide enough space and protection to retain trees. In other instances, the magnitude of the project or the unfortunate placement of a tree makes it impossible to keep a large tree in place.</p> <p>Specifically for the Light Rail project and the Seattle Housing Authority (SHA) projects, every effort was made to retain mature trees whenever practical. Due to the nature of these projects this was not always possible; however the impact was mitigated by planting new trees. In the case of light rail, more than 600 new trees will be planted in the corridor. For the SHA NewHolly Project, more than 500 new trees have already been planted. In both instances funds have been set aside to assure that the new trees will be well established.</p> <p>It is our goal to maximize the street tree canopy to the greatest extent possible, and we try to do that by not only planting new trees whenever possible, but also by retaining existing trees when conditions allow.</p> <p>If you have questions regarding street trees or their care, please feel free to contact Seattle Department of Transportation's (SDOT) Landscape Architect, Shane Dewald at (206) 684-5041 or City Arborist, Nolan Rundquist at (206) 615-0957.</p>
17	WHAT ARE THE PROJECT PLANS FOR THE SMALL NEIGHBORHOOD PARK (ORIGINALLY A WPA PROJECT) LOCATED JUST NORTH OF RAINIER ON 23RD AVE BETWEEN GRAND AND MASSACHUSETTS?? WHY ARE ALL OF THE LARGE TREES CUT DOWN & WHO DO WE CONTACT WITH THE CITY ABOUT THIS TERRIBLE ACT??	The property described between Massachusetts and Grand on 23rd is a City Park called Colman Playfield. Recently Parks and Recreation's tree crew removed some old cottonwood trees that had been determined to be a safety hazard. The long term plans for the park are to construct a new play area for special needs children that will also be welcoming for all children. Private fundraising for that project is underway.
18	HOW CAN WE KEEP ARTS & CULTURE A STRONG PART OF THE SE ACTION AGENDA??	The Office of Arts & Cultural Affairs and the Department of Neighborhoods are working with South East Effective Development (SEED) to help rejuvenate the South East Seattle Arts Council (SESAC). The best way to keep arts and culture a vital part of the SE Action Agenda is to play an active part in SESAC. SESAC's goals are to involve and engage neighborhood artists and residents in creating new programs and partnerships that showcase the SE arts and cultural scene and benefit the residents of SE Seattle. The Council's mission is to bring together artists, residents and businesses to create a dynamic arts and cultural environment that will promote neighborhood revitalization and renewal in Southeast Seattle. To that end, it's important for the community to voice its support of arts and cultural programming in the Valley, and for arts education in the schools.
19	1: WHAT'S GOING TO HAPPEN TO THE VERY CONGESTED RAINIER CORRIDOR AS LIGHT RAIL	Congested corridor: the City's SE Transportation Study is taking a comprehensive look at SE transportation needs and will evaluate and address this issue.

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	COMES ON LINE? 2: WHAT ARE YOU DOING TO INVOLVE NON-ENGLISH SPEAKERS IN THIS EFFORT? 3: (FOR LATER) HOW CAN I BE INVOLVED IN THE RAINIER CORRIDOR TRAFFIC SAFETY PROJECT?	<p>Non English speakers: As part of that study we have an extensive outreach for those groups and would encourage them to contact the consultant, Jeanne Krikawa at 937.1606 to give input, be involved or offer suggestions.</p> <p>Rainier Safety Corridor Project: that team is about 3/4 through their process but citizens are welcome to contact Dawn Schellenberg in SDOT (684-5189). Also fyi - that project is a subtask of the SE Transportation Study and if citizens would like to be involved we encourage them to contact Jeanne, mentioned above, to be added to the Core Community Team of the Rainier Safety Corridor Project.</p>
20	NO MONORAIL-GRIDLOCKED? WE AREN'T GOING TO HAVE A MONORAIL COMMUTER SYSTEM. HOW DO YOU PLAN TO ADDRESS TRAFFIC GRIDLOCK IN AREAS NOT SERVED BY LIGHTRAIL??	<p>Even though Seattle Monorail Project (SMP) will not be building a monorail for the west side of Seattle, the City remains committed to serving this corridor with rapid transit. At the Mayor's direction, Seattle Department of Transportation (SDOT) is studying various transit options to serve this corridor; options that will improve access around the city and throughout the region.</p> <p>To date SDOT has conducted a fair amount of analysis identifying how we can serve the Ballard and West Seattle corridors with rapid transit. Some of that work includes:  <i>Seattle Transit Plan</i> and <i>Seattle Connections</i> plan, a long-range vision for an enhanced citywide transit network.  <i>2004 Seattle Streetcar Network and Feasibility Analysis</i>, identified ways transit can attract private investment and contribute to economic development.  <i>2001 Seattle Transit Study for Intermediate Capacity Transit study</i>, assessed the feasibility of developing enhanced transit service that would operate faster than existing bus service.</p> <p>These transit plans have all been developed in the context of a strong, shared vision for land use and development outlined in the City's Comprehensive Plan and neighborhood plans – the key building blocks for a successful transportation strategy.</p> <p>Over the next several months, SDOT will further analyze technical issues, rider ship potential, cost and schedule parameters, and compatibility with neighborhood objectives. We will work with King County Metro and Sound Transit to find ways to make sure the systems are compatible with one another. We will share our recommendations with the public next year.</p>
21	DO YOU SEE SEATTLE'S TRANSPORTATION PROBLEM AS A CITY ISSUE OR A REGIONAL ISSUE, AND BASED ON YOUR ANSWER, HOW DO YOU SEE MITIGATING THE PROBLEM??	<p>The two cannot be divided, a healthy Seattle means a healthy region and vice versa. We are coordinating with our regional partners to make sure we have infrastructure in place to carry buses, rail, freight, pedestrians, bicycles and cars. With our partners, we are achieving this through a number of major projects including: completing the light rail construction through the Rainier Valley, replacing the Alaskan Way Viaduct and Seawall with a tunnel, constructing a two-way Mercer corridor, redeveloping Colman Dock, building a South Lake Union Streetcar, building light rail to the University and ultimately Northgate, replacing the SR 520 Bridge and adding high capacity transit to I 90.</p> <p>The City is implementing a number of programs and policies to ensure Seattle keeps moving during construction and accommodates growth gracefully. We have a flexible, responsive traffic operation system that uses technology to move traffic and make our streets safer. We are</p>

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		managing our street space and balancing numerous uses, ranging from parking to bicycling and everything in-between. Transit options are expanding and we are creating hubs where easy connections can be made at King Street Station, Colman Dock and Westlake Center. We have an opportunity to bring our transportation system into the 21st century and we are seizing it.
22	WHY DID THE CITY REMOVE THE CROSSWALK SOUTH OF COLUMBIA CITY? IT'S A DANGEROUS SPOT AND PEOPLE STILL CROSS. WHAT IS HAPPENING NEXT? PLEASE ADDRESS PEDESTRIAN SAFETY IN SEATTLE IN GENERAL.	<p>The marked crosswalk at Rainier Avenue South and 39<sup>th</sup> Avenue South no longer met our recommended guidelines for a marked crosswalk alone (that is, one without an accompanying traffic signal). Rather than take out the crosswalk, SDOT first looked at it to determine whether there were other options, and evaluated options to improve the pedestrian crossing when the roadway was repaved in 2003.</p> <p>First, we looked at reducing the number of lanes a pedestrian must cross, and second, we looked at options for signaling the crossing. Neither of these options proved feasible. SDOT has committed to reevaluating reducing the number of lanes on Rainier Avenue South following completion of Sound Transit construction. At this time, SDOT had no choice but to remove the marked crosswalk at 39<sup>th</sup> Avenue South.</p> <p>The Seattle Department of Transportation (SDOT) is committed to creating safe streets for drivers and pedestrians. Part of that effort means following current federal guidelines for traffic control. National guidelines for marking crosswalks reflect the effect that the number of travel lanes and level of traffic volume have on pedestrian safety. The higher the volume and the more lanes pedestrians must cross, the less benefit a marked crosswalk provides.</p> <p>Even though SDOT has removed the crosswalk markings, it is important for the public to note that a legal pedestrian crosswalk exists at every intersection, regardless of whether or not a crosswalk is marked.</p>
23	LIGHT RAIL WILL BE GREAT FOR NORTH & SOUTH TRANSPORTATION. WHAT ABOUT THE CONNECTIVITY TO IT WITH EAST-WEST TRANSPORTATION? I DO NOT USE THE BUS TO GO DOWNTOWN AS IT DOES NOT RUN LATE ENOUGH TO GET HOME AFTER THEATER, CONCERTS, OR WHEN BASEBALL GAMES GET OUT. EXTEND BUS HOURS AND SOME PEOPLE WILL ACTUALLY USE IT!!!!	<p>In September 2005, the Seattle City Council adopted Mayor Nickels' plan to develop key transit corridors throughout the city – the Seattle Transit Plan-To Get Seattle Moving. It identifies a network of quick and easy connections, providing 15 or minute for faster transit service, <u>18 hours a day</u>, seven days a week in both directions. For SE Seattle, the following east-west corridors were identified for this network: Columbian Way, Myrtle Street, and Henderson Street. They each provide a direct connection to a Sound Transit Link light rail station.</p> <p>During 2006, King County Metro will begin scoping the update of their Six-Year Transit Development Plan (the Six-Year Plan for 2008 to 2013). The updated plan will include strategies for integrating light rail into Seattle's local bus network. The City will use the Seattle Transit Plan to develop its Six-Year Plan recommendations. King County will also have its own public outreach process which SE citizens are encouraged to participate in. For more information about the Seattle Transit Plan visit <a href="http://www.Cityofseattle.net/transportation/transitnetwork.htm">http://www.Cityofseattle.net/transportation/transitnetwork.htm</a></p>
24	REGARDING A TRAFFIC ROUNDABOUT AT THE INTERSECTION OF ROXBURY, 51ST AVE SO & RENTON AVE, WE WOULD ASK FOR A COMMITMENT TO BUDGET AND PROCEED. DOES SDOT HAVE A PLAN & SCHEDULE FOR THIS PROGRAM??	Seattle Department of Transportation (SDOT) applied for and has been awarded a grant from the Transportation Improvement Board (TIB) for the two roundabouts. The grant covers approximately half of the total project cost. SDOT will be identifying sources for the other half during the beginning of 2006. The TIB funds will be available beginning July 2006 and SDOT will begin some pre-design activities including stakeholder meetings around that time. Design activities will probably continue into 2007 and construction will likely begin around the middle of 2008.



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25	HOW CAN NEIGHBORHOOD RESIDENTS BE INVOLVED AND SUPPORT THE EDUCATIONAL EFFORTS IN SE SEATTLE?	<p>The Southeast Action Agenda has a subcommittee specifically focusing on education and human services. Elaine Hayes of the Rainier Beach Community Empowerment Coalition (phone number (206) 794-6418) chairs the subcommittee and she urges you to attend the January Southeast District Council meeting to connect with her and other citizens interested and engaged in public schools. The meeting is scheduled for January 25, 2006, at 6:30 p.m. at the Rainier Community Center. At the meeting, plans will be made for the February District Council meeting which will focus exclusively on education. Elaine will also be setting up a meeting with Trish Millines Dziko, co-chair of the Superintendent's Committee, to discuss the impact of the Committee's recommendations on Southeast Seattle.</p> <p>Neighborhood groups can also support SE Seattle education efforts through the City's Neighborhood Matching Fund Program. In 2005 the Fund supported projects that utilized creative writing as a tool to examine oppression, provided leadership training for Mien youth, and encouraged greater parent/community volunteerism in schools. Contact Glenn Harris, Southeast Seattle Neighborhood District Coordinator, at 206-386-1924 for more information about the Program.</p>
26	I ATTENDED THE HIGH SCHOOL PLAYOFF FOOTBALL GAME AT RAINIER BEACH HIGH SCHOOL LAST NIGHT. I WAS CHARGED \$10 TO PARK & \$7 FOR A TICKET TO THE GAME. MY QUESTION IS, WHY CAN'T THE CITY REDUCE THE PARKING FEE TO ALLOW MORE FAMILY & COMMUNITY PARTICIPATION? I REMEMBER WHEN SUCH EVENTS WERE FREE.	While Seattle's Department of Transportation (SDOT) is responsible for on-street parking management, it sounds as if the off-street parking fee described was imposed by the high school, which is not under the control of the City. We suggest you contact the Seattle School District's head athletics person Al Hairston at <a href="mailto:alhairston@seattleschools.org">alhairston@seattleschools.org</a> .
27	SE SEATTLE SCHOOLS HAVE FAR LOWER TEST SCORES THAN MOST OF THE REST OF THE CITY. WHAT ARE YOU GOING TO DO TO GIVE OUR CHILDREN A BETTER CHANCE AT ACADEMIC SUCCESS IN PUBLIC SCHOOLS?	<p>Mayor Nickels has made education one of three major priorities for his second term. Last year, he reengineered the Families and Education Levy to focus on academic outcomes for students and a majority of Levy programs in southeast and southwest Seattle. Those programs include new preschool programs now opening in Southeast Seattle, family support and involvement programs, support for middle school students who are underperforming, health clinics, and case management programs for students at risk of dropping out and out of school time programs. All of these programs are now held accountable for the academic outcomes of the students they support.</p> <p>Mayor Nickels is deeply concerned that without a first rate public school system, we cannot have a just and successful city. To that end, he urges residents of southeast Seattle to meet with the Superintendent's Committee to understand the impacts of their recommendations on their community. Mayor Nickels does not believe that lowering standards will benefit out citizens. He will lobby the Legislature for funding to support remediation for students who are not performing at standard and will continue to be a passionate advocate for high quality public education.</p>
28	I NOTICE IN #3-EDUCATION & WORKFORCE DEVELOPMENT, THERE IS A MENTION OF FAMILY SUPPORT BUT I DON'T SEE THE DEPT OF HUMAN SVCS LISTED. AREN'T SOCIAL & WELFARE PROGRAMS IMPORTANT FOR EDUCATION & WORKFORCE DEVELOPMENT? (I AM AN EMPLOYEE/MEMBER OF THE RAINIER BEACH FAMILY CENTER AND PROGRAM OF ATLANTIC STREET CENTER)	<p>Yes, Human Services are an important part of Education and Workforce Development, both with City-supported agencies and programs and other programs out in the community.</p> <p>The Department of Human Services (HSD) provides funding to a range of community-based service providers such as the Family Center you mention. The City has invested in quality, affordable child care that supports working parents and helps parents access other services in the community. They are involved in education and after-school programs from pre-school up to the high school level.</p>

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		<p>If you would like more information, you can contact Eric Anderson, Director of Youth Development &amp; Achievement at the Seattle Human Services Department at (206) 386-1009 or <a href="mailto:eric.anderson@seattle.gov">eric.anderson@seattle.gov</a>.</p> <p>In addition, the City supports a number of programs that prepare people for job placements and offer training in life skills and job specific skills. One example is the Seattle Youth Employment Program, which provided more than 350 low-income youth with academic support and internships last year.</p> <p>Seattle Jobs Initiative (SJI) is another organization which aligns support services - including housing, childcare, transportation and counseling - with job skills training and job placement assistance. In 2005, SJI was successful in placing 500 people citywide. In addition, SJI is working with the Rainier Valley Community Development Fund on the pre-apprenticeship program for construction jobs, which has placed 56 workers in jobs since its start in March, 2005.</p>
29	WHAT SPECIFIC PLANS DOES THE CITY HAVE TO ADDRESS THE SOCIO-ECONOMIC ISSUES WHICH RESULT IN POOR SCHOOL PERFORMANCE. WE WANT SCHOOLS IN SE SEATTLE THAT DRAW PARENTS FROM OTHER NEIGHBORHOODS, RATHER THAN SE SEATTLE FAMILIES SENDING THEIR CHILDREN TO SCHOOLS NORTH OF MADISON AND WHAT HUMAN SVC SUPPORT IS BEING DEVELOPED TO SUPPORT EDUCATION? (PRESIDENT OF MT. BAKER COMMUNITY CLUB, ETC.	<p>The Department of Human Services (HSD) is deeply involved in educational programs. They operate early learning programs, the teen health clinics, case management services for students at risk of dropping out of school and many other programs that are important for education.</p> <p>Elaine Hayes of the Rainier Beach Community Empowerment Coalition has been regularly convening a group of human service providers in Southeast Seattle to explore ways in which they can work together. Likewise, Elaine is scheduling a meeting with HSD to discuss the human service needs of Southeast Seattle and would welcome your involvement. Her phone number is (206) 794-6418.</p>
30	THE AREA AROUND CRESTON ST AT 51ST AVE S (SEATTLE/TUKWILA JURISDICTION) HAS BECOME A SOCIALIZING LOCATION SIMILAR TO THE RAINIER & HENDERSON INTERSECTION. IT IS RESULTED IN A THREATENING ENVIRONMENT IN THE NEIGHBORHOOD	<p>The South Precinct is very aware of the problem apartment building at this location and has employed several strategies to impact the illegal activity at this location. The Community Police Team is working with the owner of this apartment building to eliminate problem tenants and visitors. The Anti-Crime Team and Patrol conduct frequent proactive Patrols resulting in contacts and arrests. The South Precinct will continue to work on this problem until the illegal activity significantly decreases.</p>
31	WE'VE HEARD ABOUT EFFORTS TO INCREASE PRESENCE IN BUSINESS DISTRICTS & TARGETED PARKS. OUR BLOCK WATCH HAS SEEN MORE BURGLARIES & AUTO BREAK-INS THIS PAST SUMMER THAN DURING THE PRIOR TWO COMBINED. WILL WE SEE INCREASED RESIDENTIAL PRESENCE?	<p>Regular foot and bicycle beats are deployed to business districts and parks within the South Precinct. We encourage Block Watches to meet regularly and if there are specific requests or concerns, please contact South Precinct Crime Prevention Coordinator Mark Solomon at (206) 386-9766.</p>
32	AS AN ACTIVE NEIGHBOR IN RAINIER BEACH, I AM WORKING WITH SDART ON EMERGENCY PREPAREDNESS. WE DESPERATELY NEED MULTI-LANGUAGE MATERIALS. YOU'VE SAID YOU WANT SEATTLE TO BE PREPARED, HOW CAN WE INCLUDE EVERYONE WITHOUT INFO IN MANY LANGUAGES.	<p>There are resources available right now through the Internet and the Seattle Office of Emergency Management will be referencing these and other useful language tools in our next update to our web pages (<a href="http://www.seattle.gov/emergency_mgt/">www.seattle.gov/emergency_mgt/</a>).</p> <p>King County Office of Emergency Management recently updated their website with a link to a</p>

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	WHEN WILL THIS BE AVAILABLE?	<p>public television station in the Twin Cities (Minnesota) area which has streaming videos for multiple languages on a variety of emergency management and health topics. Some of the videos have instructions that don't apply locally, however others can be useful in our area. Please see the video titled, "Family Emergency Preparedness Plans."  <a href="http://www.metrokc.gov/prepare/preparerespond/multilingual.aspx">http://www.metrokc.gov/prepare/preparerespond/multilingual.aspx</a></p> <p>The American Red Cross also has disaster preparedness materials that are available in foreign languages along with related materials from other agencies at their web site:  <a href="http://www.redcross.org/services/disaster/0,1082,0_504_,00.html">http://www.redcross.org/services/disaster/0,1082,0_504_,00.html</a></p>
33	WHAT ARE THE DECISION MAKING CRITERIA FOR ALLOCATION OF OFFICERS TO PRECINCTS? IS IT ALLOCATED ON 911 CALLS? PRESENTED BY THE PRECINCT ADVISORY COUNCIL	Seattle Police Department (SPD) uses a computer-generated deployment model to allocate patrol officers among the precincts. The model takes into account minimum staffing patterns to cover all patrol sectors as well as a measure of expected workload, which is based upon historical trends in calls and time spent on calls. As each additional officer is assigned, the model recalibrates expected workload before assigning the next officer. The dual goals of the model are access to fast emergency response and equitable distribution of patrol resources across all patrol sectors and equalization of workload among patrol officers. Once this has been completed, the Operations Bureau Chiefs and the Deputy Chief for Operations may make adjustments based upon seasonal or special needs.
34	I WOULD LIKE TO KNOW HOW NEW OFFICERS ARE DEPLOYED THROUGHOUT THE CITY/TO PRECINCTS? WHAT IS THE CRITERIA? WHO MAKES THESE DECISIONS? WHAT STRATEGY IS USED IN SCHEDULING STAFF IN SPD? IS STAFF SCHEDULING DONE RANDOMLY?	Seattle Police Department (SPD) uses a computer-generated deployment model to allocate patrol officers among the precincts. The model takes into account minimum staffing patterns to cover all patrol sectors as well as a measure of expected workload, which is based upon historical trends in calls and time spent on calls. As each additional officer is assigned, the model recalibrates expected workload before assigning the next officer. The dual goals of the model are access to fast emergency response and equitable distribution of patrol resources across all patrol sectors and equalization of workload among patrol officers. Once this has been completed, the Operations Bureau Chiefs and the Deputy Chief for Operations may make adjustments based upon seasonal or special needs.
35	IS THE CITY'S EXECUTIVE COMMITTED TO TRANSPARENCY IN POLICE ACCOUNTABILITY?	Transparency has been and continues to be one of the highest priorities of the Mayor's Office for the Police. Seattle Police Department (SPD) has more layers of oversight than nearly any law enforcement agency in the US and posts information on complaints and commendations on a monthly basis on its public website. The Office of Professional Accountability publishes reports annually as does the OPA Auditor and the OPA Review Board. Disciplinary actions are also reported in SPD Annual Report.
36	WHAT IS THE STATUS OF GRAFFITI OBLITERATION? I SEE PAINTED OVER AREAS BUT JUST AS QUICKLY MORE APPEARS. WHO TO CONTACT??	<p>The City of Seattle operates a telephone number that provides citizens with a mechanism to report graffiti occurrences within the City of Seattle. Once graffiti is reported, City staff dispatches the complaint to the responsible entity to address the issue(s).</p> <p>A number of public agencies and private entities are responsible for removing graffiti from property in a timely manner. For the most part, crews respond to graffiti based on calls for service from a citizen. But if the graffiti is not reported and serviced in a timely manner, areas can become even more vandalized.</p> <p>The telephone number to report graffiti is (206) 684-7587. For more detailed information about graffiti and the Graffiti Rangers in the Seattle area, please contact Anthony Matlock at (206) 386-</p>

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37	WHO IN THE POLICE DEPT HAS THE AUTHORITY TO ASSIGN OFFICERS TO THE PRECINCTS? SHOULD WE BE SEEKING MORE PATROL OFFICERS OR SUPPORT UNITS?? PRECINCT ADVISORY COUNCIL	<p>The Deputy Chief for Operations has the ultimate authority to assign officers to individual precincts once the patrol deployment model's minimum requirements are met.</p> <p>The Precinct Advisory Council's role is to provide a sounding board for the precinct, as well as provide a way for the community to give input to the local precinct. Certainly reviewing information from the precinct and making recommendations as they see appropriate is part of their role.</p> <p>For more information, SE Seattle citizens may contact the South Precinct: 206-386-1850.</p>
38	WHY WAS THE GANG UNIT DISBANDED AND IS THERE ANY PLAN TO REINSTATE IT? IT SEEMS LIKE AN IMPORTANT PUBLIC SAFETY ISSUE FOR SE SEATTLE.	<p>We have one sergeant and six detectives assigned to the gang unit. We have a full time detective in the intelligence unit who disseminates and gathers information. We wanted to put more resources with as much authority at each of the five precinct captains commands. They are all like Captain Tom Byers and have much experience, they know their individual communities and they do their very best and we've given them those kinds of resources to direct.</p> <p>What I have seen was that there were too many decisions being made out of headquarters, and too many headquarter-based detectives in the gang unit, etc. I believe the people that know the problems best are the precinct captains and that's what we've done. But if you look at the arrests we just made the other day on the crips gangs, which was an arrest as a result of really good police work by a gang detective, a narcotic detective and really good police work by a patrol officer who was involved in arresting a subject in 2002.</p> <p>All of that came together over the last three years, through a series of wire taps, and police work and resulted in a grand jury indictment through the Federal government. All of the people being charged are going to receive maximum mandatory sentences after they are convicted, so they will be off the streets for a long period of time. We think that this was smart strategy and that it has proven well.</p> <p>Additional resources were assigned to the precincts for the purpose of dealing with gangs since the Precinct Captains generally know the problems in their areas best.</p>
39	COMMENT: BIKE PATROLS IN COLUMBIA CITY NEED TO EXTEND TO THE ORCA SCHOOL PLAYGROUND & THE AREA 1-2 BLOCKS WEST OF THE COLUMBIA CITY BUSINESS DISTRICT. ALSO, DRIVE THRU'S AT THE COLUMBIA PARK BEHIND THE LIBRARY. THESE CORNERS ARE AREAS OF DRUG ACTIVITY- UNDERAGE DRINKING AND DRUGGING. THE ALLEY OFF OF 37TH BETWEEN FERDINAND & HUDSON IS ALSO A PROBLEM.	<p>We have been made aware of the concerns regarding illegal activity and transients in Columbia Park. As a result of these concerns, we have extended our foot and bicycle patrols in Columbia City to include Columbia Park. We will ask the officers to patrol near the Orca Playground as well. Our officers have advised that some of the problem individuals are no longer living adjacent to Columbia Park and are not hanging out in the park any more.</p>
40	THE SEATTLE TIMES HAS PUBLISHED SEVERAL ARTICLES ON THE LACK OF SDART TEAMS IN SOUTH SEATTLE, IS THERE A PLAN IN PLACE TO ENCOURAGE & SUPPORT THE CREATION OF SDART TEAMS IN THIS AREA?	<p>For years, there was only one trainer available to conduct SDART related programs in the Office of Emergency Management. We are now in the process of increasing that staffing level to three full-time trainers. With that said, the SDART program itself will also change in the coming year in order to be more adaptive to a variety of people's needs and interests. The same program elements of hazard awareness, personal safety and preparedness advice, creation of teams, and opportunity</p>

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		to practice will still be offered – but in more customized ways in order to reach all segments of the community in a more comprehensive manner.
41	WE NEED MORE POSITIVE CONSTRUCTIVE THINGS FOR TEENS TO DO IN THE SE SEATTLE AREAS. WHAT PLANS DOES THE CITY HAVE TO INCREASE THE NUMBER OF FACILITIES, HOURS OF OPERATION AND PROGRAM OFFERINGS THROUGHOUT SE SEATTLE? IS ANYTHING BEING DONE TO ATTRACT FOR-PROFIT TEEN ORIENTED BUSINESSES? MEMBER OF MBCC	<p>The Office of Arts and Cultural Affairs invested more than \$60,000 in nine different youth arts programs that will directly serve middle and high school aged youth in Southeast Seattle in 2006. These programs provide positive, constructive activities for youth during hours when they are out of school. The range of activities will include dance, public art, mosaic mural design, cultural history, music, illustration, photography, writing, and more. The Office of Arts and Cultural Affairs also continues Hit the Beach, a partnership with Rainier Beach High School that has re-established the arts in the high school curriculum. If you are interested in more information, contact Kathy Hsieh in the Office of Arts &amp; Cultural Affairs at 206-733-9926 or <a href="mailto:kathy.hsieh@seattle.gov">kathy.hsieh@seattle.gov</a>.</p> <p>The Seattle Parks and Recreation Department provides a variety of opportunities for teens in SE Seattle including teen programs and Teen Councils at each of our community centers (and at the Seattle Housing Authority (SHA) while Van Asselt is closed for remodel), computer labs at Rainier and Rainier Beach, a special homework support program for middle school youth at Rainier, a Community Learning Center at Asa Mercer, seasonal sports programs, outdoor environmental stewardship programs at Seward Park and rowing and sailing programs at Mt Baker. In addition our Late Night program for teens expanded effective January 2006. This program, which provides a safe place for teens to hang out with friends and adult role models and participate in a variety of recreational opportunities, now, operates until midnight (rather than 11pm) and a third SE Seattle site was added on Saturday night. So we now operate at Rainier and Rainier Beach on Friday nights and at Rainier, Rainier Beach and Asa Mercer on Saturday nights.</p> <p>While Parks has not focused on attracting for-profit teen oriented businesses, we partner with various organizations to program programmatic opportunities for teens in SE Seattle; examples include Arts Corp to provide visual and performing arts classes, UW School of Nursing to provide life skills classes, the Austin Foundation to provide fitness programs, etc. In addition, Parks provides numerous service learning, job readiness and employment opportunities for SE Seattle youth and youth throughout the city. These include a junior lifeguard training program at Rainier Beach Pool, summer employment in our STEPS (Steps towards Environmental Partnerships) and YES program (Youth Engaged in Service), teen counselors in our day camp programs and scorers and timers in our basketball and track programs. If you are interested in more information, you can contact Phuong Nguyen at 206-233-1503 or <a href="mailto:phuong.nguyen@seattle.gov">phuong.nguyen@seattle.gov</a></p>
42	HOW MANY 74TH STREET HOOVER CRIPS LIVE IN WEST SEATTLE? PROBABLY NONE- THIS ENFORCES OUR NEED FOR MORE POLICE IN RAINIER VALLEY, NOT THE MORE AFFLUENT NEIGHBORHOODS IN SEATTLE. KEEP US SAFE!!!	The Seattle Police Department cannot accurately track where gang members live. Typically, we track the locations of where gang activity occurs. Police resources are more effectively deployed to where gang activity occurs rather than where individuals live.
43	1: WHAT WILL YOU DO TO PREVENT THE GENTRIFICATION OF THE RAINIER VALLEY SO THAT WE DON'T END UP LIKE THE CENTRAL DISTRICT? 2: HOW WILL THE CITY ASSURE THE LONG TERM AFFORDABILITY OF HOME OWNERSHIP IN THE VALLEY, ESPECIALLY THOSE FUNDED WITH PUBLIC INVESTMENT?	<p>Maintaining housing opportunities for lower-income residents as housing prices rise is a key element of the SE Action Agenda. The activities now underway to create and maintain affordable rental and homeownership housing include:</p> <ul style="list-style-type: none"> <li>❖ Weatherization and home repair assistance to help low-income homeowners stay in their homes;</li> <li>❖ Funding for nonprofits who are building new rental units and homes for first-time homebuyers;</li> <li>❖ Providing incentives (such as property tax exemption program) to enable developers of new</li> </ul>



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		<p>housing to include a portion at affordable prices;</p> <ul style="list-style-type: none"> <li>❖ Working with land trust programs to create units for sale to low-income homebuyers that require resale only to eligible low-income buyers;</li> <li>❖ Planning for affordable housing to be part of mixed-use, mixed-income development near the light rail station areas.</li> </ul>
44	<p>1: BUS SVC HAS BECOME LESS FREQUENT ON MANY SE ROUTES (#48, 9 &amp; 39) ARE SOME EXAMPLES. IT WILL HELP THE SE AREA IMMENSELY IF BUSES COULD GET THROUGH WHEN THERE IS A BALL GAME.</p> <p>2: I THINK THAT SELLING CITY OWNED LAND IS VERY SHORT SIGHTED PARTICULARLY AS SINGLE FAMILY HOMES ARE NOT EVEN AFFORDABLE.</p>	<p>For the past few years, Metro's budget to provide additional service has been limited, making it difficult to respond to the needs of riders on SE Seattle routes such as the 9, 39, and 48. To improve overall service in SE Seattle (with limited resources) during the last two years, Metro revised the Route 9 in June 2005 and the Route 39 in September 2004 (the segment between Rainier Beach and South Center discontinued and replaced with new Route 126). See <a href="http://transit.metrokc.gov/up/archives/sep04/rv-9-04.html">http://transit.metrokc.gov/up/archives/sep04/rv-9-04.html</a> for more information on the changes recently affecting SE Seattle. The City supported these changes while continuing to express its opposition to King County's policy that splits new service hours among the East, South, and West sub areas, 40/40/20.</p> <p>The next major opportunity for Metro to offer additional service in SE Seattle will be in the next year or so in conjunction with the start of Sound Transit's LINK light rail service along MLK Way in 2009. LINK will offer faster and more direct service to/from downtown Seattle, making it possible for Metro to re-deploy buses to provide more service operating within SE Seattle. Among the routes that may be upgraded is the Route 48, which could be revised to operate more frequently. Metro does perform an extensive public involvement process before any changes are made, riders as well as the local community, will have the opportunity to review all of the service improvements that would be considered.</p> <p>Finally, the Seattle Transit Plan, adopted by the City last September, identifies key corridors in Seattle's transit network, including SE and Central Seattle, to maintain and/or improve transit speed and reliability (see <a href="http://www.Cityofseattle.net/transportation/transitnetwork.htm">http://www.Cityofseattle.net/transportation/transitnetwork.htm</a> for more details). The City is committed to giving transit priority in these corridors to meet performance thresholds of frequency, span of service, speed, reliability and passenger loadings. Many of Metro's bus routes, like the 9, 39, and 48, use these corridors and will benefit from transit receiving a priority treatment, even during days with "ball games".</p>
45	<p>HOW ARE YOU PLANNING TO STOP 'MC MANSIONS &amp; MONSTER' HOUSES IN ESTABLISHED NEIGHBORHOODS?</p>	<p>Both the City's Comprehensive Plan, including the work of neighborhood planning (Rainier Beach, Hillman City/Columbia City/Genesee, North Rainier, and Othello each have a neighborhood plan adopted by the City of Seattle), and the SE Action Agenda promote greater density in SE Seattle, and sometimes that means adding multi-unit housing.</p> <p>The City's current regulations for Single Family zones allow structures that generally reflect some of our historic housing stock ... that is, structures up to 30 feet high, covering approximately 35% of a lot. Not all homes, of course, are built to that scale. The current provisions allow for expansion of homes to accommodate the needs of a growing family or to reflect changing housing needs. However, in neighborhoods of more modest-size homes, a new or expanded home can appear to be out of context with the neighborhood, particularly when it is a different architectural style prevalent in the neighborhood. While it is anticipated that some review of single family</p>

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		<p>development standards will become warranted, it is not currently on our work program for 2006.</p> <p>Single family houses are generally the most expensive housing option available to people today. Given that fact, plus the cost of property and the fact that Seattle is a built-up City, people tend to want to maximize their investment. Therefore, houses are often built to the maximum allowed by the zoning.</p>
46	<p>THE MAYOR MADE A COMMITMENT THAT PEOPLE WHO ARE IN RAINIER VALLEY NOW AND HAVE BEEN IN RAINIER VALLEY ARE HERE TO BENEFIT FROM ALL THE DEVELOPMENT OCCURRING. WHICH DEPT IS RESPONSIBLE FOR MONITORING/TRACKING/REPORTING THIS?</p>	<p>The Mayor and the SE Seattle community leaders have made a commitment that current residents and businesses will benefit from the development and investment that is taking place in the Rainier Valley. There are a number of City departments that have parts of the work of the SE Seattle Action Agenda, and each department takes seriously its commitment to have benefits accrue the local community. For example, the Office of Housing is working on strategies for more affordable housing, including increased home ownership; the Office of Economic Development (OED) works with local business groups to support the local business districts; and the Rainier Valley Community Development Fund works to ensure the community has additional financial tools and a voice in development.</p> <p>The Mayor's Office and OED are regularly watching progress and indicators, and OED is the lead agency for reporting progress back to the community, through the SE District Council and other organizations.</p>
47	<p>WHAT PLANS, IF ANY, DOES THE CITY HAVE TO OPTIMIZE THE TREMENDOUS DIVERSITY OF SE SEATTLE AS AN ASSET OF THE CITY?</p>	<p>The main mission statement of the SE Seattle Action Agenda states clearly the importance of the diversity of SE Seattle as a tremendous asset, and City departments' work plans reflect this as well. As an example of some of the work since the agenda launched in March of last year with a focus on supporting the diverse community, the Arts &amp; cultural component has had a huge focus on funding local cultural groups, artists and productions. Another example would be the upcoming marketing campaign of Sound Transit to market local ethnic restaurants to a broader Seattle audience under the tagline "The World At Your Doorstep".</p> <p>In a more general sense, the community leaders and the City recognize that all voices of the diverse community of SE Seattle must be participants in shaping the future of the community, and so will continue to reach out to involve more citizens in this effort.</p>
48	<p>1: WHAT ARE THE CURRENT TENSIONS, IF ANY, AMONG BUSINESS DISTRICTS TO THE LIMITED AVAILABILITY OF RESOURCES (I.E. STAFF, FUNDING)? 2: WHAT PRODUCTS AND SVCS ARE STILL NEEDED IN RAINIER VALLEY? 3: WHAT ARE THE PLANS TO SPECIFICALLY SUPPORT/ENHANCE COLUMBIA PLAZA?</p>	<p>1) The City has a number of programs that are open to all business districts each year, such as the Office of Economic Development's (OED) Neighborhood Business District Grant program, the OED's facade improvement program for small businesses and the Dept of Neighborhood's (DON) Matching Fund programs. A variety of business districts and projects are funded each year through these programs. As part of the action agenda, currently local business districts in SE Seattle are also coordinating with each other through the Rainier Chamber to implement a SE Seattle-wide marketing plan, which is funded through the Office of Economic Development.</p> <p>2) Residents in the Rainier Valley have expressed a desire to have a more diverse retail mix in the types of businesses in the Rainier Valley, and that they support local businesses to fill out the retail mix. Local business districts will continue to work together to determine what kinds of businesses they want to attract.</p> <p>3) The Office of Economic Development staff member Ken Takahashi is working with Earl</p>

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		Richardson at South East Effective Development (SEED) on ways to support the Columbia Plaza. The City has not had direct discussions with Columbia Plaza's owner, which we understand is a trust located in Florida. It is our understanding that the property owner has rejected inquiries from community development corporations and other Southeast community leaders regarding redevelopment of the site.
49	RECENTLY, THE CITY PLACED BLUE BINS AROUND NEIGHBORHOOD BUSINESS DISTRICTS. WHEN I CALLED TO ASK FOR THE HILLMAN CITY DISTRICT, THE PERSON I SPOKE TO BASICALLY REFUSED- PLEASE IMPROVE CITY SVCS TO ALL BUSINESS DISTRICTS!!!	<p>In May of 2005 Seattle Public Utilities (SPU) implemented a program to provide a limited number of blue recycling containers in business districts throughout the city. The program provided for only one-third of all existing litter cans to be paired with a blue recycling unit.</p> <p>When the program was implemented, Hillman City was not selected as a district for the blue recycling units. Rather, Columbia City was selected because a pilot program demonstrated that the program would be successful in that business district.</p> <p>The City has allocated all available containers for its public place-recycling program. The City plans to evaluate the performance of the units in 2006 to determine how well selected locations are working. Based on this evaluation, staff may determine that some recycling containers should be moved to other locations.</p> <p>Please contact Michael Davis at (206) 615-0570 if you would like to learn more about how the City is managing and evaluating this program.</p>
50	WHY DOESN'T THE CITY SEEM TO RECOGNIZE COLUMBIA CITY AS A NEIGHBORHOOD? IT'S NOT LISTED AS ONE ON THE PULL-DOWN MENUS ON THE CITY WEBSITE.	The City of Seattle does recognize Columbia City as a neighborhood. In 1999, the City Council finished the approval process for 38 neighborhood plans, Columbia City being one of them. The plans identify actions needed to ensure that each neighborhood will continue to thrive and improve as Seattle grows over the next 20 years in ways that meet our commitments under the State's Growth Management Act. Currently Columbia City is listed as one of the neighborhoods on the City's website ( <a href="http://www.seattle.gov/neighborhoods/net/southeast.htm">http://www.seattle.gov/neighborhoods/net/southeast.htm</a> ). Please feel free to contact Glenn Harris, SE Seattle District Coordinator if you have problems finding the link. His number is 386-1924.
51	RAINIER BEACH HAS A VERY ACTIVE WEED & SEED PROJECT. HOW IS THE CITY PROVIDING ECONOMIC DEVELOPMENT TO SUPPORT THE WORK OF WEED & SEED?	<p>The City continues to be supportive of Weed and Seed. In Rainier Beach, the Department of Neighborhoods has worked actively with the Weed and Seed program on clean-up events and beautification projects. The Office of Economic Development (OED) has also supported the Rainier Beach Merchants Association in its efforts to expand membership and promote local business. The Merchants Association is a key partner in the Weed and Seed effort. The City will continue to look for opportunities to collaborate on Weed and Seed projects.</p> <p>In addition, the City is excited about the economic development opportunities in the Rainier Beach area. The City has invested monies in creating a walking boulevard along Henderson St. from MLK, Jr. Ave. to Rainier Ave. to help connect the commercial core to the new light rail station. The City also funded improvements to the Rainier Beach Library, Mapes Creek Walkway and will be funding improvements to the Rainier Beach Community Center complex. In the coming year, the City will continue to look for opportunities to support and promote economic growth in the Rainier Beach area.</p> <p>As part of the SE Seattle Action Agenda, OED is also supporting local business organizations</p>

ID	Question	City's Response
		<p>throughout SE Seattle, as well as funding facade improvement projects for small businesses. In addition, the Rainier Valley Community Development Fund is working with local businesses and the local community to support the continued economic vitality in SE Seattle.</p> <p>The Rainier Beach Community Empowerment Coalition has been working with the Rainier Beach Merchants Association in the Economic Development area in a couple of ways. First, by looking at the building capacity of building owners and with the assistance of OED, they have received funding to begin seminars and workshops for businesses there.</p> <p>They also have started committees in the area along with WEED &amp; SEED funding. They assist the merchants in providing communication to the communities so the business owners are getting the word out about services available. They've done a lot of work and they have plans to do some great things in 2006. Their motto for 2006, with WEED &amp; SEED assistance is, "Advancing Business, Revitalizing Community".</p>
52	IS THE CITY CONSIDERING B & O'S SALES TAX RELIEF FOR THE BUSINESSES DIRECTLY IMPACTED BY ONGOING LIGHT RAIL CONSTRUCTION?	<p>Mayor's Response: We are looking at a number of different ways to improve on businesses directly impacted by the light rail. As it was mentioned earlier, every other week I go out to the construction of the light rail and meet with the business people, residents and property owners and talk about issues they are facing. Clearly, the disruption of the businesses is a big part of that. Particularly, the businesses that rely on walk up business. The wholesale businesses and the like are not being affected by this directly.</p> <p>So we've distributed more than \$7 million directly to those businesses to make up for the loss of revenues. There is a cap of \$30,000 for assistance that is available, and we're looking at that a little more closely. For that I mean, at the beginning, we thought this would be a reasonable cap, and we are now looking at whether or it in fact is.</p> <p>So we're looking at a lot of different strategies to make sure the businesses there will continue to be there and celebrate the opening of light rail and thrive in the future.</p> <p>Note: The Rainier Valley Community Development Fund (RVCDF) has altered its policies to allow for additional mitigation payments beyond the \$30,000 cap to businesses in exceptional cases.</p> <p>Department of Finance (DOF): The City is not considering B&amp;O tax changes for businesses affected by light rail construction. By state law, taxes must be uniform within a class of taxpayers, so the City cannot impose different tax rates in different geographic areas. The City has not made tax changes in the past for businesses adversely affected by similar projects, such as the downtown bus tunnel, but instead has focused on strategies to assist businesses in these neighborhoods.</p>